

# Victoria Daily Times.

VOL. 30.

VICTORIA, B.C., WEDNESDAY, SEPTEMBER 20, 1899.

NO. 13.

## Belt Clasps and Blouse Sets.

A New Lot Just In. All Kinds and Prices.  
Assortment Yet Shown.

**CHALLONER & MITCHELL,**

JEWELLERS.

47 Government St.

## Stock Now Complete In Following Departments

Women's Jackets  
Misses' Jackets  
Children's Jackets  
Women's Costumes  
Misses' Costumes  
Capes and Waterproofs

The newest and most fashionable garments from the leading markets of the world, surpassing all previous seasons in style and values.

**The Hutcheson Co.**THE WESTSIDE,  
Sept. 15, 1899.

Limited:

## THIS FINE WEATHER

Acts like the values we are giving—it makes every one happy and contented. You will surely be pleased with yourself if you are patronizing us, but if not, you should do so at once, so as not to miss the offers we are making every week.

Fine Island Apples.....\$1.00 box  
Fine Island Potatoes.....\$1.00 sack  
American Rolled Oats.....7 lbs. for 25c  
Quaker Oats.....2 pgs. 25c

"Dixie" Hams and Bacon are unsurpassed. Washing Starch in Toy Trunks.

**Dixie H. Ross & Co.**

## Demanding the Best.....

The most progressive builders demand the best hardware for their work. The most intelligent come to us. They know we give them the best goods and make the prices right for them. They are satisfied that we do better for them than any other dealer and are glad to show they value our methods by coming to us.

**Nicholles & Renouf, Ltd.**Cor. Yates and Broad streets,  
Victoria, B. C.

## JUST ARRIVED.

20,000 feet Plate  
21 Boxes' Fancy  
All at Rock Bottom  
Prices to the Trade

**GLASS****J. W. MELLOR, 76-78 FORT ST.**

## J. & J. TAYLOR'S FIRE-PROOF AND VAULT DOORS.

**JOHN BARNESLEY & CO.**115 GOVERNMENT STREET  
Also Kodaks, Firearms, Fishing Tackle,  
Amusement, Bicycles, etc., etc.

## WILLIAM F. BEST ANALYTICAL CHEMIST

(Heidelberg and Lelpaig). Late  
analyst for the Province of New  
Brunswick. Office, 26 Broad street,  
opposite Dr. J. H. Hotel, Victoria.

COAL \$5.50 PER TON—New Wellington  
Collieries. Kingston & Co., agents; office,  
44 Fort street; telephone call 667.

## Lee & Fraser,

Real Estate and  
Insurance Agents.

**\$60,000**

To Loan at low rates of interest on good security.

9 and 11 Trowace Avenue.

## TO LET

Ten-roomed house, with two acres,  
about two miles from City Hall, at  
a low rental. Also a building on  
Johnson street, below Government,  
containing 47 well lighted rooms.

APPLY

**B.C. LAND & INVESTMENT AGENCY,**  
40 GOVERNMENT STREET.

## BARGAINS THIS WEEK.

1½ story house James Bay, \$750.  
5 roomed cottage, David street, \$1,050.  
Cottage Fernwood road, only \$650.  
8 roomed cottage, stable, etc., Harrison  
street, \$1,000.  
8 roomed house, "well finished," Richmond  
avenue, cheap.  
Nice cottage, 6 rooms, stable, etc., Chest-  
nut street, very cheap.  
To let, furnished cottage, 5 rooms.  
To let, small cottage, Oak Bay, waterfront.  
I am offering a few choice building sites  
in 1/2 acre blocks, very cheap; the estate  
of J. W. Nease, Esq.  
Fire Insurance, Money to Loan, Coal and  
Wood, best quality.

P. C. MACGREGOR, Agent,  
NOTARY PUBLIC, CONVEYANCER, ETC.,  
92 GOVERNMENT STREET.

## A. W. JONES

FIVE SISTERS BLOCK

**Real Estate,  
Insurance and  
Financial Agent.**

Canada Life Assurance Co.  
Caledonian Fire Insurance Co.  
Phoenix Assurance Co. of London

**MONEY TO LOAN**

From private funds in  
sums from \$500 to \$50,000

## GAS FOR COOKING

THE GAS COMPANY are loaning  
and converting FREE OF CHARGE  
Gas Cooking and Heating Stoves.

**Fuel Gas, \$1.25 per M. cubic feet.**

Stoves can be seen at the Gas  
Works, Lower Government street,  
and at L. Blanks' old Post Office  
building, Government street.

## Removal.

We beg to inform our customers  
and friends that we have removed  
to new and commodious premises  
in the McClelland and Campbell  
Block (a few doors above old stand),  
Johnson street. We will be pleased  
to have you call and see our new  
Fall goods which have just ar-  
rived.

**Walter D. Kinnaird,**

THE CASH TAILOR.

## Broken Sweet Cakes

FOR A FEW DAYS  
AT  
**M. R. SMITH & CO.'S**  
57 FORT STREET.

## AUCTION

—OF—

**Elegant Parlor, Dining, Bedrooms  
and Kitchen Furniture**Will be sold on the Premises,  
**SUPERIOR STREET**

—AT—

**11 a.m. on Tuesday, September 19**

All James Bay cars pass the door. Every  
thing must be paid for and taken away on  
day of sale.

**W. JONES,**

Auctioneer.

## WE MAKE PURE DRUGS COMPETENT DISPENSERS.

Clarence Block,  
Corner of Yates and Douglas Sts.**HALL & CO.**

Dispensing Chemists.

**SPECIAL EXHIBITION**

—OF—

**Paintings and Sketches**By distinguished artists, open daily at  
Sommer's Art Gallery, 50 Government St.**WANTED**—Old copper, brass, steel, lead,  
scrap iron, rope, canvas and sacks; high-  
est prices given. Apply Victoria Junk  
Agency, 30 Store street, R. Aaronson,  
Agent.**GET YOUR AMMUNITION** at John  
Barnesley & Co.'s, 115 Government street.  
Largest stock in the Province.**COAL AND WOOD**—Baker & Colston,  
wharf and office, Belleville street, James  
Bay; telephone 407; city office, Swin-  
erton & Oddy's, telephone 441.**WELL FURNISHED ROOMS**, single or en  
suite; modern conveniences; good dining  
rooms. Sample rooms for commercial  
use. M. Wall, The Vernon, 66 Douglas  
street.**LUMP COAL, NUT COAL, SACK COAL,**  
BLACK COAL, Telephone 684. Munz,  
Holland & Co., Trowace and Broad  
street.**UNION BREWERY**, 150 Government  
street; cellar entrance, rear of Hotel Vic-  
toria.

## Ex DRUMBLAIR.

## Finest Spanish Ports and Sherries

**HUDSON'S  
BAY  
COMPANY.**

## NEW ADVERTISEMENTS.

**WANTED**—A partner with \$25,000 half  
profits in an established business manufac-  
turing enterprise in city. Occupations very  
simple, with large profits. For particu-  
lars apply A. Williams, 104 Yates street.**WANTED**—To purchase, six or seven  
roomed house, with one or two lots, with  
in two miles of post office. Terms easy.  
Apply at once to "G," this office.**TEACHER WANTED**—Male preferred, for  
the Sidney Public school, by October  
20th. Apply to W. R. Armstrong, Sec-  
retary.

## HASTIE'S FAIR

—FOR—

**Tin and Enamelware.**

77 GOVERNMENT STREET.

## TURKISH RUGS.

**MR. L. BABAYON**, who has returned to  
the city, is offering at private sale his  
valuable collection of**Oriental Rugs, Carpets, Embroideries, Etc.**The goods are now on view at the store,  
**Corner of Yates and Douglas Sts**

Where They Will Be

**FOR SALE ONLY THIS WEEK**

Prices very reasonable.

**LONDON HOSPITAL****COUGH CURE.....CURES**

50 CENTS PER BOTTLE.

**JOHN COCHRANE, Chemist,**

N.W. Corner Yates and Douglas Streets.

—Let Us Fill Your Prescription—

## HOUDE'S

## Straight Cut

## Cigarettes

MANUFACTURED BY

**B. Houde & Co., Quebec.**

Are Better than the Best.

Wholesale at B.C. Jobbing Co., 31 Store Street, Victoria.

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tee

**NEW ADVERTISEMENTS.****WANTED**—Experienced coat maker; also  
vest makers. Apply Thomas & Gray,  
Tending Tailors, 92 Govern-  
ment street.

## Dreyfus Released

He Left Rennes Prison This Morn-  
ing and Started For  
Nantes.

His Friends Will Fight For the  
Punishment of His  
Oppressors.

**End of the Siege of Anti-  
Semitic Headquarters  
in Paris.****Guerin and His Associates Sur-  
render and Are Now  
in Jail**

(Associated Press.)

Rennes, Sept. 20.—Dreyfus at 3  
o'clock this morning left the prison here  
where he has been confined since his re-  
turn from the Isle du Diable, and pro-  
ceeded to Vern, where he took train for  
Nantes. His departure was entirely un-  
noticed.

**After the Real Traitors.**

Paris, Sept. 20.—L'Aurore, the lead-  
ing organ of the Dreyfusard body, to-  
day publishes an article by H. Francis  
de Pressensé, the distinguished journalist,  
who from the first was the leader in the  
revision movement.

In the article, headed "Pardon, and  
what afterwards?" the writer says:

"If the president, by pardoning Dreyfus  
wishes to spare France the inefface-  
able shame of a judicial crime, this exer-  
cise of his prerogative, called mercy, so  
far from impairing the necessary work  
of justice, will only prepare and facili-  
tate it, for we must speak straight out.  
If it was imagined that immunity for  
criminals could be purchased by pardon-  
ing an innocent man; if it was thought  
the friends of the law would barter an-  
ticipate to scoundrels who perpetrated  
these crimes, for the braided body of the  
man from whom they have torn the son-  
net, then we throw from us this degrading  
and deceitful offer. Dreyfus would be  
the first to reject as an infamy such  
traffic with his honor. No, the pardon-  
ing of Dreyfus can only be the natural,  
legitimate and spontaneous action of  
justice, which representatives of the civil  
power or refuse to associate themselves  
with the obstinate iniquity committed by  
associates themselves, with the obstinate  
iniquity committed by military judges.

It is the government of the Republic  
of France which repudiates with horror any  
part in this denial of justice. As for  
us, we shall pursue with increased ar-  
dor the task of public salvation to which  
we have devoted ourselves. There have  
been crimes and offences committed in  
obscurity by a gang of Pretorian con-  
spirators with Mercur at its head. We  
are going to pursue more energetically  
than ever the work of obtaining their  
chastisement."

**Guerin Surrenders.**

Paris, Sept. 20.—The streets adjoining  
the Rue de Chabrol early this morning,  
where a demonstration was made last  
resulted in the surrender of M. Guerin,  
resembling the yard of a cavalry nar-  
racks.

One narrow lane was completely filled  
by a detachment of municipal horse  
guards, the horses were closely packed  
side by side from one end of the lane to  
the other, carbines slung from the saddle,  
while the troopers stood at the head  
of the horses holding the bridles.

At 8 a.m. Guerin appeared at the win-  
dow and asked for an hour's respite to  
make up his mind, declaring he would  
surrender then if his friends were not  
arrested.

At 4 o'clock the captain of the guards  
stepped to the door. Guerin was the  
last to leave the house. He had a dozen  
open cars ready for the reception of the  
prisoners. The guards were crowded  
driven away by the low crowd of ap-  
proaches to the Rue Chabrol. Not a cry  
was raised, and no demonstration was  
made.

Guerin was taken to the central depot  
of the Palais de Justice, situated on the  
Rue de La Oite, in the centre of the  
Seine, and then the weary troops march-  
ed off. Officers gave orders to the  
cavalrymen who mounted their horses,  
and trotted away. Then followed the  
horses in wagons with their engines,  
and a cordon of policemen, enveloped in  
hooded cloaks, remained in the immedi-  
ate vicinity of the fort.

**GLOOMY OUTLOOK AT ST. MICHAEL'S**

(Associated Press.)

Washington, Sept. 20.—The following dis-  
patch has been received from Major P. H.  
Ray, dated Fort St. Michael's, Aug. 21st:

"I find at Avila and along the beach be-  
tween 3,000 and 3,500 people. Fifty 2,500  
of these people will be compelled to leave  
there before the close of navigation, owing  
to the lack of fuel and shelter. From all  
I can learn there will be but three steam-  
ers here to return before the season closes.  
Unless the people can get away, there will  
be great suffering, and probable loss of  
life. As a rule, all have plenty of money  
to pay for a passage."

**SMALLPOX IN SAN FRANCISCO.**

(Associated Press.)

San Francisco, Sept. 20.—There are three  
well developed cases of smallpox and four-  
teen suspected cases in the quarantine  
hospital at Presidio. Officials are using  
the most strenuous efforts to prevent an  
epidemic.

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# THE JAPANESE COAST SWEEP BY AWFUL STORMS

Typhoon Carries Death and Disaster Through the Eastern Islands—Three Thousand Dead and Hundreds Injured—Much Shipping Lost.

Tens of Thousands of Homes Destroyed by the Violent Gales.

A Conspiracy to Depose the Empress Dowager of China.

Million Dollars Lost by the United States in the Morgan City Wreck.

Gold Found in the Snow Regions of Northern Japan—Other Late News.

According to news received by the Empress of India the Japanese coast has again been visited by disaster. The dread typhoon swept up the coast with awful violence on the closing days of August and in the beginning of September causing appalling loss of life; over three thousand persons being killed. The destruction to houses and property, plantations, etc., could not be estimated when the steamer left Yokohama on September 8. As far as could be learned, tens of thousands of structures were overturned and inundated. Thousands of acres of rice plantations were laid waste.

The storm, closing one of the typhoon season, which usually ends in August—sprung up from the same point as did that which destroyed so much property and caused the loss of so many craft in mid-August, the Rikuu islands. From the southern isles which already have a reputation as the birthplace of storms, the typhoon hurried through the air at a velocity of over sixty miles an hour.

It was on the morning of the 28th August that it was born, and bearing the grim spectre of death with it, travelled up the islands to Oshima. After levelling the hills and banishing the structures of the picturesque Japanese town and leaving 120 dead and 70 wounded stretched out in the chaos of wrecked houses, it swept on in a south-westerly direction, grazing the south-eastern coast of Kishiu.

The travelling across to the east of Shikoku it crossed by way of the provinces of Bizen and Bitchu. Up the coast of Kii, on its travelled, leaving a trail of destroyed houses and plantations, a path of dead and of living who groaned because of wounds inflicted by falling timbers and flying missiles.

Along the shore the seas tossed in the storm's wrath and east numerous craft ashore, but with the exception of the stranded Funohi Maru and the Kohun Maru, which foundered and caused the loss of 12 lives, the lost vessels were mostly junks and small schooners from the Kii coast. It raced across the waist of the main island and then entering the Japan Sea by way of Echizen, it continued its errand to carry death and destruction.

The previous storm of the 13th, 14th, 15th August, arose from the same point as did this, but followed a more westerly route. It swept up the western provinces of Kinshu and crossed the main island twice; the line of the first crossing being from Suway to Tajima, approximately, and the second from Kaga to Iwaki. Its ravages ashore—although it caused a great loss to shipping—were insignificant in comparison.

Although the list of dead is approximately at 3,000, it may reach a much higher figure when all the districts are heard from. Of those heard from when the steamer left, the prefecture of Ehime sustained the greatest loss of life. In this district—according to the statistics of the governor—2,025 people were killed.

No less than 1,500 lie dead in one village—the mining hamlet of Besshi-mura in Iyo district—where the great copper mines are located. The big mines were flooded and six hundred miners who were at work below were drowned like rats in a trap. The village was wiped right out, not a stick being left on end and above water to mark where it once stood.

The Besshi copper mine is the second largest mine in Japan, the largest being that of Ashio. It has been worked since 1591. It was in 1881 that it came into the possession of the present owners, the Sumitomo family, who are numbered among Japan's few millionaires. Most of the output is sold in London, Eng. The product of the mine during last year was 6,000,000 cwt., valued at 3,000 tons. The place is entirely under Japanese management, though this statement should be qualified by the remark that one of the managers was educated in Germany, and since 1882 German machinery and German methods have been introduced to a considerable extent. The miners employed there number some 5,000 men, women and children, of whom 85 per cent. have been born, as were their fathers and grandfathers before them, right on the spot, so that the mine is in every sense, a family concern. The miners are well cared for by the proprietors, fed and schooled and given good medical treatment when sick. Only men are employed to dig the ore. These work in three shifts of eight hours each, and others, whose labor is of a light description, work in two shifts of twelve hours each. The women are only employed for light tasks above ground. Most of them are the wives of the miners. Work is carried on constantly at the mine, the

sole holiday being on the first day of each month.

Nowhere else did the loss of life run to such an appallingly high figure, as at this mining village. At Kobe the damage was light in comparison with that of other towns and villages. The big port town did not come out of the storm scathless. Many houses were destroyed both there and at Tokushima, Waka, and Fukuoka. Hamamatsu and Kaga. Even at Kai, Shinano, Kotsuka and Shimotsuka the effect of the storm was felt, but in a minor degree.

Reports from Higo reek with stories of death, 137 townsmen having lost their lives there in the destruction of 1,728 houses; and from Tokushima—that unfortunate place which seems to be in the path of every natural calamity—comes more tales of death. The Yoshino, Naka and Zensuyi rivers each broke their embankments. The former rose 19 feet, the second 12, and the latter 14. The overflowing waters reed across the rice plantations carrying disaster before them. At Yokohama the damage was not serious, but at Okayama a heavy roof collapsed at the cotton mills and 12 persons were killed.

At the port of Takamatsu 208 lives were lost and 114 were wounded by the falling houses and the things tossed about by the typhoon in its mad fury. 3,243 houses were blown down and 17 craft, mostly junks and coasting schooners, were wrecked. At Kochi the loss of houses was larger, but the residents were more fortunate, the storm killed 26 and wounded 33; 23 craft were lost. In Oyama 1,295 houses were lost, 6 were killed and 121 wounded.

A telegram received at Kobe from the governor of Shiga prefecture gives the news that the steamer Kohun Maru sank in Obakawa-oki, 12 were drowned. Telegrams from the governor of Kagoshima give the following details of the havoc wrought in that province by the storm: 94 were killed, 119 wounded, 10,249 houses were overturned and 652 craft destroyed. At Hakodate the storm caused an inundation which swamped 647 houses. Relief measures have been started.

TO DEPOSE THE EMPRESS.

A Conspiracy at Peking to Depose the Lady Who Rules China.

From Peking comes news of conspiracy and a tangled political situation. There is on foot a formidable plot involving the deposition of the Empress Dowager and making away with her principal supporters, such as Jung Lu, Prince Ching, Kang Yi and others. Dispatches received by the Shanghai and Hongkong telegraph offices say that the officials are keeping very secret over the matter, quietly making their investigations, but it is believed that the conspirators are mostly, if not all Bannermen, i.e., Manchus, Mongols, and descendants of Chinese who joined the Manchus when invading China in the 17th century, generally termed Manchus. If the official lectures prove true, there are hidden dangers for H.I.M., Kuang Hsu also, His Majesty's only real friends being Chinese and, perhaps, some dozen or twenty young Manchus who joined the Reform Club when first started in Peking in 1898. The Empress Dowager having been warned, however, is taking the bull by the horns with her customary energy, and defensive measures are being secretly made both for the protection of her palace at Eho Park, and for the safety of her own person. Among the ostensible preparations the Empress Dowager is now surrounded where she resides by a company of 50 of her most devoted eunuchs armed with Manchu repeating rifles, bayonets and hand-axes crammed with cartridges, and of 30 of the best swordsmen that can be picked out of the eunuchs trained in that line.

To make matters worse the Empress Dowager is said to be seriously ill and Li Hung Chang—if a report that is in circulation in the East be true—has been invited to resume his ancient place in Chinese politics. It was on August 25th that the Empress fell ill, and for some days afterwards she had violent attacks of vomiting, the presumption being that attempts were being made to poison her.

The confusion will probably be taken advantage of by the secret societies to foment rebellion, nor is this all. Since the death of Prince Hung there has been great rivalry between the forces of Jung Lu, the Chinese Generalissimo and Prince Ching. The latter commands the Pekin field force of 30,000 men and other banner corps amounting to equal that of the Pekin forces, all Manchus, Jung Lu commands the Wuyi army of Chinese who are all with him. Matters are said to have approached such a head, that actual conflict may begin at any time—a war between Manchus and Chinese. The Empress Dowager shows no marked preference for either of the rivals.

Europeans in the East who are watching the situation, are of the opinion that the Empress Dowager is assuming illness to gain time; in order to keep the opposing factions apart until such time as she can spring another coup d'etat.

THE WRECKED MORGAN CITY.

The Soldiers Short of Food—Million Dollars at the Bottom of the Sea.

News was brought by the Empress that when she passed the wreck of the transport Morgan City in the inland sea, the 700 Montana soldiers who are encamped on the beach opposite the wrecked vessel were sadly in need of food. In answer to their signals the Empress stopped and sent provisions ashore to the shipwrecked soldiers.

According to news received by the Empress the transport went on a reef and shortly afterwards foundered off Miura-mura in Mitsuta, district of Choshiu, on the afternoon of September 14th. The troops were all landed in safety. The men saved their kits, but the cargo of the steamer and the treasure—she carried, according to Paymaster Peterson of U.S.S. Baltimore, who was a passenger on the Empress, \$1,000,000—is still at the bottom of the inland sea of Japan in the hull of the sunken steamer.

No decision had been made in reference to the raising of the steamer, when the Empress left. The Japanese cruiser Yoshino, dispatched to the scene of the wreck from Kure, reports that it will be extremely difficult, if not impossible, to raise the wrecked vessel.

A JAPANESE KLONDIKE.  
Gold Discovered in the Snow Regions of Japan.

News was brought from Yokohama by the Empress that the Japanese are rather excited over discoveries of gold and petroleum which has just been announced. The gold has been found in Yezo, the northern island, which is under ice and snow half the year, and the climate of which is not unlike that of the Yukon. The finds are said to have been considerable, and the native papers speak of the district as a new Klondike. The fishermen on the coast have abandoned their trade to go gold-digging, and a fever of excitement prevails in the district.

The oil discoveries are considered very important and a great deal of speculation has taken place. Four hundred companies have been formed and 200 are at work. Nagaoka, the centre of the oil district, has been transformed from a quiet country town to a busy manufacturing place. Capital is wanted to further develop the industry, which in time will be a formidable rival to Rockefeller's deadly oil in the Far East.

JAPANESE FOR HAWAII.  
Thousands of Coolies Emigrating to the Islands.

Hawaii has sent an unprecedentedly large order for Japanese coolies. The sugar planters want no less than 9,510, which means that, including women, there will be an emigration of some twelve thousand from Japan. The bulk of the emigrants (6,915) are to be furnished by the Kumamoto Imin Kaisha, the Kagei Toko Kaisha, and the Morokoshi Kaisha, the remainder being sent by the Tokyo Imin Kaisha and the Ippon Imin Kaisha. It is supposed that this large demand for labor has been stimulated by an access of American capital to Hawaii in the sequel of annexation.

Insurance Companies Fail.

According to the Japanese vernacular papers, the insurance companies concerned have suffered very severe losses from the recent fires at Yokohama and Toyama. In one case the loss is as much as 250 per cent. of the capital paid up, while in other cases it is between 30 and 80 per cent. Under the circumstances, the quotations of the shares of some of the insurance companies interested in these fires have fallen considerably. Some of the companies, which are said to be in a very bad way, have not yet started paying the insurance money, and their failure is expected.

THE HOOKER FLOATED.

But the Spanish Vessel Which Played Samaritan Got Into Trouble.

News was brought by the Empress that the United States cable ship Hooker, which had been on the rocks off Corador island, had been successfully floated, but that the Spanish steamer Espana, which went to her assistance, had herself got on the rocks. The Hooker has sustained considerable damage to her hull, the full extent of which could not, however, be ascertained until the ship had been towed off to Hongkong for docking and survey.

CHEEKY FILIPINOS.

They Burned an American Ship With Two American Gunboats Near By.

Messrs. Burton and Brown, two passengers who returned from Manila by the Empress, were in the employ of the Company Maritimes, owners of the Empress, which was lost by the Filipinos on August 5th last. They were on the steamer Ormuz, which visited the captured vessel the day after. The Satorn, which was a 70 ton iron vessel, was captured, her Filipino crew assisting, when she went into Lingayen bay to discharge cargo. She was looted by her captors, and when the U.S.S. Comcod, which reached there on August 6th, came into the bay, the rebels fled, but they had in the meantime managed to get out the cargo, and after setting fire to the steamer, they fled, yelling demoniacally as they plunged into the thicket, carrying the captain and white officers of the looted vessel with them. But this was not the most important thing in regard to the capture. When the steamer was taken, two American gunboats, the Callao, and the gunboat No. 1, were within gunshot, lying just around the spit in San-Fernandes.

Messrs. Burton and Brown, who are en route to San Francisco, say that the company are doing scarcely any business, and, for that matter, none of the coasting vessels have any trade. But three ports are now open, Manila, Iloilo and Cebu.

DROWNED NEAR MANILA.

Eleven Men Give Up Their Lives in the San Mateo River.

The Manila Times gives the following details of the drowning of a number of American soldiers at the Santolan pumping station, near Manila, on August 21st. It says: "A detachment of 22 men of the 24th Infantry (colored), with their lieutenant, attempted to cross the San Mateo river, recently swollen by heavy rains, from the water works side of the river, near Camp Alva, over the Santolan side, on a raft constructed from two banas. At this point of the river is a ferry, and the raft above mentioned is pulled back and forth by means of a rope."

"After the 22 men with their lieutenant

were aboard, and were pulling themselves over by means of the rope stretched across the river, the rope broke, and the strong current immediately carried the raft, precipitating the entire body of soldiers into the water. The lieutenant and twelve of the men saved themselves by hanging on to the raft, and pulling themselves ashore by means of the broken rope. The other ten men immediately sank and were carried down stream by the heavy undercurrent, they being almost helpless, being encumbered with their accoutrements and 200 rounds of ammunition.

During the struggle of the unfortunate men in the water, a white soldier who happened to pass along the river front, and whose name still remains we are unable to ascertain, jumped into the river and attempted to rescue the drowning men. However, the current was too strong for him, and he also succumbed to the power of the swift water, and thus died the death of a hero.

At the point where the accident occurred the river is exceedingly dangerous and treacherous when swollen by rains, and baffles the skill of even expert swimmers. Only a short time ago two native fishermen, who were expert swimmers and divers, were caught by an undercurrent and drowned.

This morning the river Pasig gave up five dead bodies, one white soldier who has a very badly bruised forehead, and four colored soldiers who were drowned at Santolan on Monday. The corpses were found floating in the river, and the fishermen on the coast have abandoned their trade to go gold-digging, and a fever of excitement prevails in the district.

PAYMENT OF NAVAL OFFICERS.

British naval officers may well regard their American confreres with something approaching envy, for under a new law the latter have had their pay-tables rearranged, greatly to their advantage in most cases.

Under this new scheme an American admiral will draw £2,700 a year, whereas a British officer of the same rank receives only £1,825.

A British senior captain gets £281, while the American officer of this rank is paid by a rate of £470. It might be thought that there was something wrong here, but the explanation is that this is the pay of all American captains, while the junior officers are paid only just over £140 a year. There are other circumstances which render the position of the United States officer enviable.

Coming to commanders, on this side of the Atlantic they receive £1 a day, while on the other the pay is almost twice this.

The pay of American lieutenants ranges from £200 to £220, while in our service it begins at £182 10s. and rises to £255 10s. Thus every officer of the United States navy is now getting considerably more than British officers, in the case of admirals as much as £3 a day more, and in the case of captains a matter of from £50 to £75 a day.

Anyone who will take the trouble to compare the incomes of the senior officers of the navy with those of men who are in the front rank of other professions, will see that the naval officer is not by any means highly paid, especially if regard be had to the national responsibility that rests upon him.—Sketch.

A COMMON TROUBLE.

Thousands Suffer From It Without Knowing Its Real Character.

No trouble is more common or more misunderstood than nervous dyspepsia. People having it think that their nerves are to blame, are surprised that they are not cured by nerve medicines and spring remedies; the real seat of mischief is lost sight of; the stomach is the organ to be looked after.

Nervous dyspepsia often do not have any pain whatever in the stomach, nor perhaps any of the usual symptoms of stomach weakness. Nervous dyspepsia shows itself in the stomach so much as in nearly every other organ; in some cases the heart palpitates and irregular in other cases the bowels are troubled, with loss of flesh and appetite, with the accumulation of gas, sour risings and heartburn.

Mr. A. W. Sharper, of No. 61 Prospect St., Indianapolis, Ind., writes as follows: "A motive of pure gratitude prompts me to write these few lines regarding the new and valuable medicine, Stuart's Dyspepsia Tablets. I have been a sufferer from nervous dyspepsia for the last four years; have used various patent medicines and other remedies without any favorable result. They sometimes give temporary relief until the effects of the medicine wore off. I attributed this to my sedentary habits, but I am glad to state that the tablets have overcome all these obstacles, for I have gained in flesh, sleep better and am better in every way. The above is written not for notoriety, but is based on actual facts."

Respectfully yours,

61 Prospect St., Indianapolis, Ind.  
It is safe to say that Stuart's Dyspepsia Tablets will cure any stomach weakness or disease except cancer of the stomach. They cure sour stomach, gas, loss of flesh and appetite, sleeplessness, palpitation, heartburn, constipation and headaches.

Send for valuable little book on stomach diseases by addressing Stuart Co., Marshall, Mich.  
All druggists sell full sized packages at 50 cents.

AGRICULTURAL EXHIBITIONS.

|                 |                  |
|-----------------|------------------|
| Comox           | Sept. 21         |
| Nanaimo         | Sept. 22, 23     |
| Surry           | Sept. 23         |
| Okanagan        | Sept. 23, 24     |
| Langley         | Sept. 24, 25     |
| Ashcroft        | Sept. 27, 28, 29 |
| Chilliwack      | Sept. 27, 28, 29 |
| Mission         | Sept. 28, 29     |
| Cowichan        | Sept. 30, 1      |
| New Westminster | Oct. 3, 4, 5, 6  |
| Salmon Arm      | Oct. 4, 5, 6     |
| Kamloops        | Oct. 10, 11      |
| Spanish         | Oct. 10, 11      |

CASTORIA

For Infants and Children.

The health of infants and children is of the greatest importance. Castoria is a safe and reliable remedy for all ailments of the young.

## Charming Coast City

The Commercial Editor of the Toronto Globe This Characterizes Victoria.

An Appreciative Description of the Mineral Wealth of Vancouver Island.

The newspaper men of Eastern Canada who visited this coast a few weeks since have been giving their impressions of the West in letters to their respective papers. These letters show a much more intelligent grasp of the position of affairs on this coast than that shown by the American editors, who proceeded there in their visit here. H. S. Scott, commercial editor of the Toronto Globe, has a good description of the coast cities in a recent issue of the Montreal Gazette. That part of it which deals with Vancouver shows that the usual booster tactics have been adopted during the party's visit there, as it gravely stated that a year ago 2,000 people were living in tents for lack of accommodation, and that there is at present a population of 41,000.

Under the sub-head of "A Charming Coast City," Mr. Scott thus refers to this place:

"Residents of Victoria should be the most contented people in the world. They have all the advantages that go to make a city desirable—a beautiful situation, healthful surroundings, magnificent public parks, clean streets, handsome public buildings, and a salubrious climate. It would be as difficult to find a more desirable place in the world as to find a more desirable place in a hay stack. I was told that there was more wealth in Victoria per capita than in San Francisco. There are dozens of private residences in that city that would not look out of place on the best residential streets of Victoria. Victoria has been growing slowly, but what it gets it holds. It has never had a boom and probably never will. The citizens are too conservative for that sort of thing. Many of the residents of Victoria are what are termed 'reincarnate' people; that is to say, they have been in the city for a long time, and have been through the ups and downs of the city's history. They are not inclined to be as progressive as the interests of the city demand."

The motto of British Columbia is singularly appropriate in these days of splendid development in various parts of the province. If my knowledge of the province is not faded, I think it runs something like this: Splendor sine occasu; the rendering in our mother tongue, anyhow, is a radiance without setting, and considering the fact that the province is within the province, one is inclined to wonder if there was any precedence on the part of those who were responsible for its selection.

Gold mining excitement in British Columbia and stories of untold quantities of the yellow metal in the northern country have led fortune-seekers to pass lightly over the claims of this island. The eastern press, too, have not paid the attention to the vast natural resources of the island of Vancouver, when their development some day will show their merit. I am already several good authorities that there are several localities on the island more promising from a mining point of view, than Roseland was five or six years ago. There are some who claim that a second and a better Kootenay is awaiting development on the island. It has already several promising localities. The mineral deposits on the island are chiefly those carrying gold and copper, and there are some free-milling ores. There are said to be valuable iron deposits on Vancouver island, and which could be worked to advantage. The mining prospects here are excellent and would receive much more attention were it not for the fact that other sections of the province have been more fortunate in attracting the miner, and have shown such wonderful results. But every dog has his day and every dog has his place. Vancouver island will show its gold fever day in the annals of mining camp excitement, and it will not have very long to wait. The fact that the mining deposits are easily accessible by water will greatly assist in their development. With the valuable cost deposits on the island, all are familiar. They are largely untapped and are the chief sources of the island's prosperity.

The feature in the character of the Western Canadian that is to be admired is his unbounded confidence in the West, and the convincing manner which he displays the advantages of the country.

It is in so contagious one finds himself unconsciously indulging in boom talk and disparaging his lot, however happy, in the East, and nursing a sneaking desire to change lots with the lucky Westerner. At Port Arthur, railway extension was a firm hand and a stout heart. At Port Arthur men were badly needed for public work, and I was assured that wages up to \$4 a day were obtainable; at Rat Portage something was badly wanted, I forgot what, that would cost only half a million dollars; Winnipeg wants railway extensions in various directions; Calgary would be happy with another daily paper; toward which liberal minded citizens expressed their willingness to subscribe several thousand dollars provided an editor could be found with a similar amount to invest; throughout British Columbia, the chief wants are contented resources. A direct railway is wanted by Victoria, from Boundary Creek to the Coast, and connection with Victoria and Vancouver by ferry. Railways are wanted also to open up the lower Fraser, assist in the development of Vancouver island and the "vast Imperial" region lying to the north of the C. P. R., where it is said there is more arable and pasture land than to the south of that line. British Columbia place their demands on a business basis and back them up with good horse sense arguments that are far less interesting and able than they are fetching.

## BABY'S OWN SOAP

SIR REDVERS H. BULLER.

The Distinguished Soldier Who Will Have Supreme Command of the Forces in South Africa.

If it comes to blows with the Boers, Sir Redvers Henry Buller, V.C., G.C.B., K.C.M.G., will probably have supreme command of the forces in South Africa. From Mr. Arthur Temple's "Our Living Generals," some passages in the life of this distinguished officer may be quoted. First let us look at him in the Red River Expedition:

"Officers and privates alike had to work like Trojans, and the carpet knights of Pall Mall would have been shocked beyond measure if they could have seen Sir Redvers Buller and his brother officers, with the sleeves of their flannel shirts tucked up and their trousers caked with mud, lugging boats and hauling loads like Irish navvies. \* \* \* No wonder, too, that when, three years later, the Ashanti war broke out, Sir Garnet Wolseley took care that some of the best of the younger officers who had been with him in Canada should have been placed on his staff. Buller was one of the men selected. Sir Garnet had seen that the silent, resolute young soldier was a man who could be trusted, and he has never altered his opinion."

As Major, Lieutenant-Colonel and Colonel, Buller fought in South Africa in 1877, 1878, 1879. "Redvers Buller simply Covered Himself With Glory."

As leader of 800 irregular cavalry he fought with Sir Evelyn Wood's division against the Zulus, as he had previously fought the Galeskas. His survey and courage were amazing. In the saddle, dawn, he would lead his strange medley of horsemen scouting for miles, hunting the Zulus at racing pace over the veldt, routing them out of their hiding places in the long grass, across stony dongas or watercourses, and over mountain ridges. Now and then, and when the sun shone, cutting his way through borders of umiddled giants, now charging at the head of his ragged squadron, when the rifles of the infantry had foiled the onslaught of Cetewayo's hosts.

"It was no wonder that his men loved their fierce, silent captain, although he was changed in three days. Such a valiant Colonel Buller had shown in remarkable, even in the annals of the Victoria Cross, and when Her Majesty announced her intention of conferring the decoration upon him she made mention of three acts of heroism which he had performed, and which had resulted in his saving the lives of two officers and one private at the peril of his own."

"It was on March 28th, 1879, and on the day before the Zulus made their magnificent charge on the Kambula ridge, that those deeds were done. He had been commanding one of those Audacious Reconnoissances, for which he was even then famous, when his men were surprised on the Zibeni or Isholohol mountains by the approach of the Zulu hosts. Retreat was necessary but, despite the efforts of Colonel Buller, it rapidly developed into a headlong rout. The path was strewn with boulders, and as the men and horses clattered down the steep gradients they either fell or dislodged the loose debris on their comrades below. Buller was the last to leave that death-trap set in the hills, and not for one moment did his imperturbable courage desert him. The Zulus came on in hot pursuit. Captain D'Arey was down. Lieutenant Everett, too, was dismounted, and a trooper, whose horse was shamed, was also dismounted. But these three men were snatched by Buller from almost certain death, and again later in the evening he brought in seven others who, flying from the mountain, had lost the track to Kambula."

In 1884 Sir Redvers was in the Sudan, near Suakin, and at Fardat the brave and gallant day in the annals of war when General Davis's brigade was broken. That was his last fight, and since then his work has been mainly administrative. Mr. Temple's sketch of him at the present day may conclude: "Sir Redvers Buller is a Devon man, and a worthy descendant of the hard-headed, loyal, west country gentlemen whose deeds against the Spaniards Charles Kingsley likes to picture. Silent, strong, grim and fierce, he is the very opposite, for example, of his friend and comrade, Sir Evelyn Wood, in all but valor and devotion to soldiering. While Sir Evelyn takes with a firm hand and a stout heart, Sir Redvers takes no pains to conceal the iron gamut. Sir Evelyn is pleasant and almost gentle in manner. Sir Redvers is reserved, a man of few words, yet withal a man of innumerable adjectives. This could hardly be otherwise, for he is a magnificent soldier. Indeed, some have gone so far as to assert that he is the strongest general in the British army."

NOT THE TREE.

When disease has become chronic and deep seated it is often difficult to cure it. The reason why it is best to cure it at its source is because it is best to cure it at its source. The reason why it is best to cure it at its source is because it is best to cure it at its source.

HOOD'S PILLS are the favorite family cathartic.

A mob yesterday made an attack on a number of Spaniards who had assembled at Regla, a suburb of Havana, for dinner. The police intervened, and managed to save the banquet.

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KNIGHT'S STATIONERY STORE, 75 Yates street.  
H. CRO. MASON, Dawson Hotel Entrance, Yates street.  
VICTORIA BOOK AND STATIONERY COMPANY, 61 Government street.  
T. N. HIRSH & COMPANY, 69 Government street.  
P. CAMPBELL, Tobaccoist, 92 Government street.  
GEORGE MARSDEN, News Agent, corner Yates and Government st.  
H. W. WALKER, (Switch Greener), Esplanade street.  
W. WILBY, 91 Douglas street.  
MR. CROOK, Victoria West post office.  
GEO. J. CROOK, Victoria West.  
T. REDDING, Craigflower road, Victoria West.

### REGISTER YOUR VOTE.

All persons entitled to vote at provincial elections should register their names at once. For the convenience of the public blank forms are kept at the Times office, where any person can have the form filled up. It will not take more than a minute to do it, and will not cost anything.

### SIR MACKENZIE ABSENT.

According to the reports in the Vancouver papers, Sir Mackenzie Bowell was conspicuous by his absence from the political meeting on Monday evening which was addressed by Hon. Clarke Wallace and Sir Hilbert Tupper. Sir Mackenzie is at present in Vancouver, and although Sir Hilbert claimed "that all breaches in the Conservative ranks had been filled up," his refusal to speak at the meeting can very fairly be attributed to his want of confidence in his late colleagues. It is very well known among politicians at Ottawa that the ex-premier has not forgiven the "last of traitors," of which Sir Hilbert was one, and under the circumstances his sturdy independence of the gang of conspirators that plotted his political downfall is deserving of the highest commendation. Sir Mackenzie is a Conservative through and through, and has little or no thought of personal aggrandizement. He loves the Conservative party and hates Tupperism, and that probably will explain his absence from the Vancouver meeting on Monday evening.

### CANADA AND JAMAICA.

No doubt there will arise occasions when all parts of the Empire will be compelled to make some sacrifice for the good of the nation as a whole. Canada has had to do it, and may have to undergo it again. The duties of a loyal subject we shall accept with good grace. Jamaica is the latest dependency to pass under the rod, and this time the disavowal was at the request of and for the benefit of Canada. The Jamaican government was in financial straits and in its extremity concluded a reciprocity treaty with the United States which it was hoped would increase the trade of the island with the Americans. Doubtless this result would have ensued, because the United States are the nearest neighbors of the Jamaican people, and given the opportunity would no doubt be large consumers of their products. But the treaty concluded presented a clear case of discrimination against Canada, which has spent a large sum of money subsidizing steamers and preparing to do a large trade with her sister colony. Not only so, but the treaty in question was sure in the end to prove very detrimental to British connection, so Mr. Chamberlain was asked to interfere, he said all were doing well. The treaty was annulled, and it has been suggested that the only remedy possible would be annexation to Canada; or, perhaps better still, the federation of the

whole Empire, for so long as it is divided into so many fragments these exasperating occurrences may be constantly looked for.

### HE THINKS HE SEES.

Mr. N. C. Wallace, M. P., cannot, unfortunately, come over to Victoria to turn on a flood of the new and superior light with which he deluged Vancouver the other night. He has been strongly impressed with the feeling amongst the Conservatives, and is cheered by "thinking he sees a corresponding depression" in the Liberal ranks; whatever a "corresponding depression" may mean. Mr. Wallace has a good deal of assurance to talk in that strain (if he did, we are not unmindful that it is the Liberal which reports him) on such shows acquaintance with the conditions here. What right has any man to talk in that fashion after a hurried scamper through the country? It would take a smarter man than Mr. Wallace a couple of months, at least, to ascertain the political feeling of a province like British Columbia. But then we must do Mr. Wallace the justice to remember that he guards his opinion with the extremely cautious proviso: "I think I see." Yet he ought to have enquired a little further, and he would have learned that British Columbia Liberalism is a plant of strong and healthy growth, that it is striking its roots deeper every day, and that when the time comes for Pacific Coast Liberals to make a demonstration it will be one that will make the "rally" of the Tories at Vancouver on Monday night a sickly, half-hearted affair. Mr. Wallace will doubtless carry back with him to the west a wealth of erroneous impression regarding the political situation in the Western province.

### HONOR OF THE ARMY.

Dreyfus has been solemnly pronounced guilty of high treason, with extenuating circumstances, and sentenced to imprisonment for a term of ten years, but after a few days' deliberation has been pardoned, when the honor of General Mercier and the chief officers of the army had been vindicated. The whole of the case from the beginning of the second trial has been a farce, except to the poor wretch who was chosen as a sacrifice for the honor of the French militarism. The proceedings at the trials were more absurd than the conduct of the actors at a Parisian duel. It looks as if the whole thing were pre-arranged, for surely if it had not been, the presiding officer of the court would have exhibited at least some semblance of impartiality. Is it any wonder the whole world was stirred to indignation over the case, when a great English jurist publicly states that the evidence adduced would not have justified conviction for trial in a police court? Dreyfus will now take up his abode in the country which for many years has been a refuge for the oppressed of all lands.

### A DROLL CASE.

Probably in no other spot on earth could such a roving burlesque in real life take place as the Guernsey "slog" in the Rue de Chabrol, Paris. It is impossible to read the details of this ludicrous affair without giving way to laughter, and at the same time to wonder at the want of gumption on the part of the authorities. At first the disturbance had the appearance of a drunken frolic on the side of the besieged, but it has developed into almost as notable a campaign as the famous falling-out amongst the bakers described with so much wit and power in the veracious chronicle of Rabelais. To learn that the squabble has reached almost the proportions of one of those centuries which used to convulse the Faubourg Antoine, and transmitted in lurid prose to posterity by the genius of Hugo, is certainly clinching proof that the man who bets on what will happen in Paris within twenty-four hours does not know his people de Paris very well. This excellent sample of the real West-end cowboy "on a bust," Monsieur Guernsey, began his anti-Semitic capers more than a month ago, and he has set the police authorities of the French capital at defiance every hour of every day since then. But it is beginning to dawn upon the authorities that Guernsey's nonsense is costing too much, even for Paris. To show that they appreciate the great honor of having a real live crank "in town," the authorities have decided to aid (and abet) by the government of France, have defailed no less than six hundred men to watch Guernsey. This costs the ratepayers nine thousand five hundred and sixty francs a day, and it is achieving immortality for Guernsey, who is generally known as an army of twelve men, no doubt all officers. This daily bill of expenses has reached a total of close on forty thousand francs, but that is not the dangerous thing for Guernsey, but the fact that the gay Parisians are getting tired of the monotony of the defiance.

He will have to arrange a series of sortie picturesque, and have several vituperatives trained on Port Chabrol. If he could capture a police captain and advertise in the Matin, Gaulois, Petit Journal and other leading papers that the unfortunate officer would be shot with all the honors of war in front of the Port, or if he could arrange with some grisette from the Latin Quarter to do a die-for-the-flag act in the middle of the street, when the crowd was at its biggest—if Guernsey would do any of these things he would not only be safe, he would stand a splendid chance for a nomination on the next mayoralty ticket. Paris can stand any amount of nonsense, but not a moment of dullness. To Anglo-Saxon folk the whole thing

has the appearance of a nightmare, and the novelist who should introduce a scene of the kind into his fiction would be severely handled by the critics for want of taste and artistic perception. Truth, especially in Paris, is "not in it" with fiction. It is too early yet to guess what will happen to Guernsey, but if he fails to tickle the artistic appetite of his fellow-townsmen it will be something worse than happened to Jones. Let him keep up the excitement and the novelty and he need have no fear. It has been suggested by some well-meaning people that the Paris exhibition next year should be boycotted. The idea is simply out of the question. Who would not take the opportunity to see a city where such a drollery as the Guernsey slog is possible? It would be a cheap trip at almost any price—and, great thought, the chance of seeing this galant hero himself, the admired, the adored, the idol of Paris! It is the opportunity of a lifetime. It is another powerful argument in favor of "doing the big show."

The prospective federation of the Australian colonies has filled the minds of the Antipodeans with visions of imperialism, and one of them, Mr. W. H. Fitchett, author of a work entitled "Deeds That Won the Empire," which has had a great sale, writes in the following optimistic vein in the London Speaker on the relations between the Mother Country and the colonies: "England has in her colonies of to-day half a dozen potential Americans! Some who read these lines will live to see Australia with a population of twenty millions, the Cape with one of twenty millions, Canada, perhaps, with one of forty millions. Before the twentieth century, now at our finger tips, is half spent, the British Empire will be a planet-girdling zone of great dominions, linked by ties of pride and affection and of material interest to the motherland, the island seat of the race. That will give to the empire more than the closest alliance with the United States could give it to-day. It will make us triumphant all the great political ideals for which the empire stands."

## News From the Sealers

The Mary Taylor Returns From Behring Sea—First of the Fleet

Seals Are Plentiful—Reports From a Number of the Schooners.

The first of the Behring sea sealing fleet has returned to port. The schooner Mary Taylor, Capt. Todd, sailed into the harbor this morning after a good run from the Behring sea. She left the sea on September 2nd, and came through Umanak Pass on September 4th. The catch was a very light one, 54 in all, making her total catch for the season 216; a catch that will scarcely pay her owners or those on board. This is the worst that even the Mary Taylor has done since she began sealing. Seamen are superstitious, and they oftentimes class vessels as "hoodooed," and very often the vessel with the hoodoo acts up to what might be expected of her in the way of hard luck.

In the spring season she lost a boat's crew, composed of Messrs. Peter Hansen, John Martin and a Jap, of the coast; her sister schooner, the Diana, sustained a similar loss, and the other vessel of her owners, the Pioneer, is lost with all on board, not a trace having been heard of her since she sailed through Umanak Pass on September 27 last year for Victoria.

The Mary Taylor has been absent from here since last March, for she did not return from her coast cruise; her catch of 167 skins being landed at Skidgate. Before she reached Behring sea six of her hunters deserted, Martin, Matsen, Zachariah Payne, Harry Tache and two others, ran away from the schooner at Pirat's Cove in southeastern Alaska waters, intending to reach Unga, and from there work their way to Cape Nome. Another hunter deserted at Alaska with intentions of joining some of the vessels bound to Cape Nome. Out of the 22 men taken from here the Mary Taylor had but 13.

A number of the Victoria sealing fleet were seen in the sea by the Mary Taylor, and although it was then early in the season, all expected big catches.

No accidents are reported, nothing having been heard by Capt. Todd of any mishaps. The storm reported by the Laurada to have done so much damage in Behring sea on August 21st was news to Capt. Todd. "We had a stiff breeze about that time," said the captain, "but they are to be expected there."

He had heard of no seizures and nothing of any takes of branded skins. There were no marked skins in those taken by the Taylor.

The schooners reported by the Mary Taylor were as follows: The Victoria, on August 25th, with 770 skins; the Hattie, Capt. Ealey, at the same time, with 650 skins; the Arctique, on August 11th, with 478; the Dora Seward, on the same day, with 475; the Albatross, on the 19th, with 441.

The Victoria was seen on August 4th with 178, and the City of San Diego with 220. The Penelope was spoken on August 4th, with 28.

A number of other vessels were reported by the schooners spoken, and, although Capt. Todd could not remember the catches, he said all were doing well. The weather experienced this season has been comparatively good. It was not very rough, but poor lowering weather.

Dimities, chintzes, crochets, satens, velvetas, etc., direct from London. Welles Bros, Government street.

All presentiments that are confined by events give man a higher idea of himself. Gothe.

## Gold, Furs and Salmon

Steamer Danube Returns to Port From Skagway and the North.

Brings a Budget of Late News of the Klondike District.

Steamer Danube reached port last evening with 58 passengers and a valuable cargo. She had over \$150,000 in gold from the Klondike, \$21,000 worth of furs loaded at Wrangell, consigned to the Hudson Bay Company, and 5,000 cases of British Columbia salmon. "Probably the richest of her passengers was A. E. Standish, who, with his wife, brought out \$114,000. There were also two other large packages of gold in the care of the purser, \$14,000 in a consignment to the Bank of British North America and \$5,000 which goes to the East. Mr. and Mrs. Standish left for the Sound on the steamer Utopia this morning. It is said that in all he has taken \$350,000 out of the Klondike.

J. S. Hickford, of this city, returned by the Danube from Atlin. He says the district is rich. During August he says there was a cleanup of \$2,000 on one day on a bench claim, No. 9 on Pine creek. Standish crossed the coast and had the adjoining claim, which are owned by Dr. Mitchell, formerly of the steamer Tartar. There are five men at work on the claim, and they are washing up from 50 to 60 ounces per day. Other Pine creek claims are paying rich returns. Very little gold has left the country. It is being banked at Atlin City.

Other Victorians who returned by the Danube were Rev. W. Leslie Gray, who has been to Bennett, and W. J. Jeffrey, who is returning from Dawson. There were two arrivals from the Edmonton trail, the Jameson brothers, but although they crossed the coast, they did not land at Atlin. They had covered a vast amount of territory, they had no tale of hardship to relate.

One passenger was from Teolin, Mr. Readman. He says that district has not yet produced anything in the way of rich claims. The arrivals from Dawson being news that Mr. Green, C.E., is surveying a 2 1/2 mile concession on Indian river for the British Canadian Gold Fields Co. The property is close to the Yukon, and was recorded almost three years ago by Frost and McGregor. It is considered one of the best hydraulic developments in the best hydraulic development in the Yukon, and a considerable development work will be done on it this winter. Suitable machinery and supplies will be provided for the beginning of work.

The Yukon Sun of September 5th says Odillon Cadieux accidentally shot and killed himself Wednesday afternoon at about 2 o'clock. He was living in a tent at the corner of Third avenue and Second street and had been cleaning two guns, one of which he had taken apart. The other, a rifle, was in some way discharged, the ball taking effect in his chest. He staggered out of the tent a few feet and fell dead. Inspector Scarth deemed the evidence of accidental shooting so evident that no inquest was held. The remains were buried Saturday from St. Mary's church. Chris Cadieux, a brother of the deceased, is of the Ottawa hotel, and came in last year from Quebec province.

Contracts have been let for the completion of the trail to Dominion, a distance of 33 miles. The last 22 miles is to be built by Patterson & Cleveland, J. H. Sealey and J. H. Sutton, at \$1,000 per mile. The portions to be each of 11 miles have not yet been definitely settled. The trail will be finished in less than three weeks, and just as soon as the engineers finish their work on the Dominion trail or road, they will go to work laying out the road up Bonanza and Hunter creeks.

The British America Corporation having closed their whole Lower Yukon business, will now confine their operations to British Columbia.

The upper river steamboat companies have come to an agreement on passenger rates, and there will be no more cutting. The rate agreed upon is that established by the Fryer line, and some of the smaller boats at the opening of navigation last spring, and this line promises that there will be no advance on those rates. The schedule took effect September 1st, and is as follows: First-class to Sonnet points, \$150; second, \$100; first-class to Bennett, \$115; second, \$72.50; first-class to White Horse, \$80; second, \$52.50.

The Sun also tells of the finding of a Klondike nugget. It is the issue of the 5th it says:

The dad of Klondike nuggets was brought down from Eldorado Saturday night, and is now on exhibition at the Klondike Hotel. It weighs 72 ounces and 84 grains, and is worth at \$10 per ounce \$1,158. Its extreme length is 5 1/2 inches by 2 1/2 inches thick at the heavy end and tapers down to about 1 1/4 inches at small end. It shows a good deal of quartz. This is the largest nugget ever found in the Klondike, and was taken out by Peter George and Lewis Swanson, who had given all they took out of the claim for reprocessing. It. They have now taken out \$4 ounces and \$10 have the nugget brought down Saturday. This claim has been known as a blank on Eldorado, not because it was an absolute blank, but because the creek had been usually found in that creek had not been located. John Nelson and Harry Smith bought a half interest in it two years ago paying \$12,000. The work done this summer would indicate that big pay was there as in the adjoining claims. Several large pieces of gold have been taken out of Bonanza and Eldorado valued at \$200 to \$300, but this is the lead of the bunch.

The Canadian government telegraph tolls from Skagway to points in the interior have been established as follows for a ten word message: To Glacier, 75 cents; White Pass, 80 cents; Log Cabin, 90 cents; Bennett, \$1.00; Dawson, \$1.50; Tagish, \$1.00; Miles Canyon, \$1.50; Tagish, \$1.75; Lower Le Barre, \$2; Hootalingna, \$2.25; Five Fingers, \$3; Sel-

kirk, \$3.50; Dawson, \$4. To Bennett the charge for each extra word is 5 cents, to Cariboo, Tagish, Miles Canyon or White Horse it is 10 cents; to Le Barre or Hootalingna; and to Selkirk or Dawson, 20 cents. The rate to Atlin will probably be about the same as to Le Barre. The line to Dawson and Atlin will be completed about September 25.

United States Consul McCook will leave during this month for the outside, and will return to Dawson over the ice. Vice-Consul Roland Morrison will be in charge of the office during the consul's absence.

### SHIPPING NEWS

HAPPENINGS OF A DAY ALONG THE WATERFRONT.

When the Empress of India reached port she was minus one of her Chinese crew. The man in question committed suicide owing to his inability to pay a "debt of honor." All Chinamen are inveterate gamblers, and although everything possible is done to prevent gambling among the crew, it goes on to a large extent, and the play is often high. On the outward voyage the Chinaman in question had lost over \$200, and was really "sick." As with Englishmen, Chinamen regard gambling debts as debts of honor and failure to pay means disgrace. The unlucky gambler evidently had violated the law, and all on board refused to play with him. This preyed upon the man, and shortly after midnight on August 15th he was discovered to be missing, and without discovery of the vessel was made, without discovering him, and his countrymen assert that he must have gone on deck during the night and dropped overboard, while everyone was asleep.

The Esquimaut Marine Railway Company are extending their business by adding a third marine slip to those already under the control of the company. They have recently taken over the site of the old Star ways near Point Ellice, and already have a large staff of men, between forty and fifty—employed in the initial stages of construction. The new slip is designed to accommodate sealing schooners and vessels of small tonnage, probably not more than four hundred or five hundred tons. The first vessel to grace the new ways will be the Casca, which was built by the company, and which is now tied up at their wharf at the naval town. The slip is expected to be ready for her reception in two or three weeks.

News has reached here that the ship George Stetson, of Bath, Maine, Capt. Parker, Portland, Oregon, June 17, sailed from Portland, and was bound for Loo Choo, China, has been burned at Loo Choo. No lives were lost. The Stetson registered 1,845 tons, and was owned by Arthur Sewall & Co. The George Stetson, reported burned at Loo Choo, had a cargo of 1,258,547 feet of lumber shipped by G. W. McNear & Co., of Portland. The cargo was valued at about \$18,000.

Steamer Queen City will sail this evening for Cape Scott and way ports along the West Coast. Those booked to sail on her are: Major Cairnes, H. Warner, Messrs. Paget, Lovell and McGregor, George Bishop, E. Woods and F. Ford. The last four mentioned are going up the Balfr river.

According to some of the arrivals by the Danube the steamer Boscowitz was aground on the Skeena. No word of the reported mishap has reached her owners. It is not thought she has met with serious accident, although she may be delayed in reaching port.

Steamer Victorian will not be here until Friday morning. Owing to the break down of her circulating pump she is held at Tacoma for repairs. The Utopia made the trip to-day and will come to-morrow.

Steamer Dirigo arrived from the Sound last evening, and after loading about 75 head of sheep and some 15 tons of general merchandise, sailed for Skagway. She had eight passengers—all Easterners—from here.

Steamer Queen arrived from San Francisco shortly before 3 o'clock this afternoon with a large number of passengers and considerable freight, mostly fruits, for Victoria.

News was brought by the Danube that the big barge Georgian arrived at Skagway safely on Thursday last with her big cargo of hay feed, horses and machinery.

Steamer Alpha sailed for Skagway last evening with 125 cases of freight, and more will be loaded at Vancouver. She had few passengers.

News comes from Vancouver that the tug Swan sank to the bottom of the Inlet last evening. She sprung a leak, but how is not known.

D. G. S. Quadra left today with men and material for the construction of a lighthouse at Turn Point, Seaforth channel.

Steamer Telus, due from the Orient to carry coal for R. Dunsmuir & Sons, will go into the dry dock on her arrival.

Steamer San Mateo passed out this morning en route to San Francisco with coal. Steamer Mincola is due.

Steamer Islander left Vancouver at 1:50, connecting with the train from the East.

Steamer Danube will sail for Skagway this evening.

**DR. A. W. CHASE'S 25c CATARRH CURE**  
Is sent direct to the diseased parts by the Improved Flow, Heals the ulcers, clears the air passages, stops discharges in the throat and permanently cures Catarrh and Hay-Fever. Flow free. All dealers or Dr. A. W. Chase Medicine Co., Toronto and Buffalo.

We have opened up a very beautiful line of English down quilts. We ask you to see these goods. Weller Bros. (Second Floor.)

**CHANGE OF NAME.**  
THE BRITISH COLUMBIA  
**Printing & Engraving**  
CORPORATION, LIMITED.  
(Successors to THE PROVINCE PUBLISHING CO., Limited Liability.)  
CAPITAL \$100,000.00.

WE HAVE CHANGED OUR NAME as above, but we have not changed the class of work we turn out. We often hear the remark, "YOU CHARGE MORE THAN 80 AND 80 FOR WORK," our answer is, "WE DO," we quite admit it. Our aim has always been

**Not "How Cheap," but "How Good."**

You've surely admit that WE DON'T DO CHEAP WORK. We undertake and guarantee strictly high-class work, and we ask our customers as a favor, if any work we do is not satisfactory, to complain to the Managing Director.

**Shoes by mail.**  
If you don't live in a town where there is a "Slater Shoe" Agency, you can get your exact fit, in shape, size and width, and you can choose the precise leather you want, from "The Craft of St. Crispin," the handsomest and most complete shoe catalogue ever published in America. It tells all about The "Slater Shoe," and accurately describes the different kinds of leathers—the kind of wear they're good for, and how to care for them. Price: \$3.50, \$4.50 and \$5.50.

**Write for one, it's free.**  
J. FULLERTON AND J. H. BAKER, SOLE LOCAL AGENTS.

The trial of Admiral Montijo, formerly chief of Spain's naval force in the Philippines, who surrendered to Admiral Dewey after the destruction of the Spanish fleet in the battle of Cavite, began at Madrid yesterday. The prosecution demanded a sentence of imprisonment for life.

**NEW ADVERTISEMENTS.**

**Tenders for Telegraph Wire.**  
Sealed tenders addressed to the undersigned, and endorsed "Tender for Telegraph Wire," will be received at the office until Wednesday, the twentieth September, 1899, for the supply of three hundred and thirty thousand pounds, or one hundred and sixty-five tons of 2,000 pounds of No. 8 S. W. G. galvanized iron telegraph wire 654 to 565 lbs. per mile, delivered in bond at the C. P. R. Station at Vancouver, B. C., within four weeks from the date of acceptance of tender.

The quality of the wire and galvanizing must be such as will afford a test corresponding to the Federal-Galvanizing standard E. B. H., having a constant resistance of eight per mile under 5,700; breaking strain over 1,100 lbs., and taking not less than 20 twists in six inches. Weight of lengths without joints, 50 to 112 pounds. Also for delivery with the above, 10,000 lbs. or five tons of 2,000 lbs. No. 9 soft annealed galvanized iron wire. The bids to be distinctly tagged.

Tenders to state the price per 100 lbs., all charges included, in bond, at Vancouver as above.

Each tender to be accompanied by an accepted bank cheque, made payable to the order of the Hon. the Minister of Public Works, for an amount equal to ten per cent. of the bulk sum of the tender. This cheque will be forfeited if the party declines the contract, or fails to execute the contract, and will be returned in case of non-acceptance of tender.

The Department does not bind itself to accept the lowest or any tender.

By order,  
E. F. E. ROY,  
Secretary,  
Department of Public Works, Ottawa,  
September 15th, 1899.

Newspapers inserting this advertisement without authority from the Department will not be paid for it.

**FOR SALE.**  
FOR SALE—3 horses. Apply Jennings Bros., Brickyard, Douglas street.

**FOR SALE—Cheap for cash, 100 acres of land one mile from Shawanigan Station, with good barn and on buildings and number of bearing fruit trees. Apply to G. W. McKean, Shawanigan Lake, E. & N. Railway.**

**BOARD AND ROOMS.**  
TWO GENTLEMEN can have beautiful rooms, with all conveniences attached, and board, at 100 Johnson street, near Beacon Hill. References exchanged. Address "K. W.," this office.

**PERSONAL.**  
CAN ANY ONE GIVE INFORMATION concerning Mr. David A. Gibson, employed about four years ago by the Canada Paint Co. as a varnish maker. Any information will be gladly received by his anxious wife, Mrs. Carrie B. Gibson, 69 Terrace street, Roxbury, Mass., U. S. A.

**Victoria Columbia Lodge.**  
No. 1, meets first Thursday in every month at Masonic Temple, Douglas street, at 7:30 p.m.  
B. S. ODDY, Secretary.

**VETERINARY.**  
S. F. TOLMIE, Veterinary Surgeon—Office at Bray's livery, 100 Johnson street. Telephone 182; residence telephone 417.

**SCAVENGERS.**  
JULIUS WEST, General Scavenger, successor to John Dougherty—Yards and cesspools cleaned; contracts made for removing earth, etc. All orders left with James Fell & Co., Port street, grocery. John Cochran, corner Yates and Douglas streets, will be promptly attended to. Residence, 50 Vancouver street. Telephone 136.

**VICTORIA THEATRE.**  
One Full Week, Beginning Monday, Sept. 18.

**The Shaw Co.,**  
Supporting  
**Mr. Sam. T. Shaw**  
In an excellent repertoire of Popular Plays at Popular Prices.

**TO-NIGHT:**  
"Love and Law"  
**TO-MORROW NIGHT:**  
"IN MISSOURI."

Prices, 25c, 35c, and 50c. Reserved Seats on sale at the Victoria Book & Stationery Company's.

**SAVOY THEATRE**  
We are not here for one week—we are with you always.

**A Massive Combination of Unprecedented Attractions.**  
**A LAVISH OPULENCE OF NEW FEATURES.**  
**The Nightiest Popular Price Show in Canada.**  
UNAPPROACHABLE! UNAVAILABLE! INCOMPARABLE!  
**A Colossal Concentration of Vaudeville.**

**MISCELLANEOUS.**  
A. & W. WILSON, Plumbers and Gas Fitters, Bell Hangers and Tinsmiths; Dealers in the best descriptions of Heating and Cooking Stoves, Ranges, etc.; shipping supplied at lowest rates. Ross street, Victoria, B. C. Telephone call 126.







## SCIENTIFIC INFORMATION.

**An Edition of Latest Scientific Facts and Theories.**

The newly patented storage battery of Mr. H. H. Knepper is designed to withstand shaking, as in electric vehicles. The plates may be of the usual kind, but are completely enclosed in an absorbent envelope of wood pulp or similar material, and in the spaces between these envelopes perforated fillers or sheets of absorbent material are placed. Both the envelopes and the fillers absorb the electrolyte and expand, holding the active material from dropping to the bottom of the cell. The perforations of the fillers form enclosed receptacles, and permit the use of a greater quantity of electrolyte than could be used if the fillers were solid.

**"The Book of the Dead,"** of which a new portion has been issued by the British Museum, is of great scientific importance. It comprises ancient Egyptian tomb inscriptions, which were prepared to aid in keeping the body from decay, and thus ensuring a future life, and its papyrus, etc., date from about 1800 to 100 B.C. There are five of the papyrus, with illustrations that are of much interest and rare specimens of ancient art. An earlier volume illustrates the history of the "Book of the Dead" from 2000 to 1700 B.C.

From a recent investigation on the influence of pressure on milk, it appears that milk under a pressure of ten tons could be shipped a five or ten days' journey without fear of spoiling, but the cylinders capable of carrying such a pressure would probably weigh more than the milk. Great pressure applied for a short time greatly delayed souring. After a pressure of thirty tons for eight to twelve hours, milk will usually keep sweet three to five days; and after a pressure at 120 lbs. for an hour, meat kept in good condition for three months.

Instantaneous photographs taken by M. Louis Bontan with a camera ten feet under water, have shown fishes two yards away, and he estimates that good instantaneous pictures can be had from a camera submerged 25 feet below the surface.

A rapid method of relief painting on wood or stone, recently patented by Wilhelm Flinwald, of Stuttgart, is reported to produce excellent results. Over a priming of wood color or colored ink, six or eight coats of a mixture of diluted size and chalk are spread, a layer of about a fifth of an inch being thus formed. Each coat is rubbed down while wet with pumice stone, by which all pores are closed. Upon this surface the design is painted or stenciled in moderately thick lines, and with not too fat a paint, and after this is dry all the uncovered places are treated with sponge or brush and soft water containing a little potassium bichromate. The design in fat paint remains raised, while all the rest is washed away more or less deeply. The potassium bichromate penetrates deeply, and after exposure to light soon makes the mass impervious to water.

Hornaguilla, a beautifully resonant wood of Peru, Ecuador, and Bolivia, is made by the Quichua and Amara Indians into a remarkable musical instrument, an invention that seems to be an heirloom from prehistoric civilization. The instrument resembles in principle the xylophone, with the addition under each piece of a sounding box of a size corresponding to the note. Some of the instruments, mounted on stands, have as many as 45 tones, and are played by four or five operators. The tones are not short and sharp like those of the xylophone, but are sustained by the sounding boxes in an organ-like melody.

The use of fish waste for oil, as M. E. Andreoli points out, originated in France, although the idea has not succeeded there, but in England not only fish guano, but also insulators are made from thickened oil, and fibre saturated with the oil is profitably employed for pulleys, carriage wheels, saddle pads, and objects of art. Treated like shellac, the oil of fish is said to be superior to vulcan fibre and hard rubber, selling at much more than double the cost of production. M. Andreoli improves the oil by ozonizing.

A conical caisson, claimed to make it possible to work on a river bed at least atmospheric pressure than heretofore, is the invention of a Russian engineer, and is to be practically tested on the Neva.

The process by which an English factory converts rancid butter, bought up at a low price, into fresh butter, is said to consist in melting the butter into a uniform semi-liquid mass with fresh buttermilk, then blowing through this a current of hot air, and afterwards a current of cold air. The former expels the butyric acid to which the smell and taste of rancid butter are due, while any impurities that went down to the bottom of the cold air separates the butter into globules, when it is kneaded with water, salted, colored a little, and is ready for sale as fresh butter.

Coal is among the materials that have proven effective as a filter for sewage. In a paper to British engineers, Mr. Ernest Herrington has described a coal filter, ninety square yards in area, that has been doing good work at Wolverhampton. The coal, in sizes from half inch cubes at the bottom, to fine dust at the top, is laid to a depth of five feet over the drain pipes. The sewage is applied from perforated surface pipes, and percolates continuously through the filter for twelve hours a day, the filter being given a like period to aerate. The work of filtration is at the rate of a million gallons daily per acre. About ninety per cent of the organic matter is removed, and in conjunction with settling tanks, the results are even better.

A novel carriage and bicycle lamp is claimed by a French chemist. It uses acetylene, which is generated in a porous vessel by the moisture passing through from an outside water vessel, the water not being in actual contact with the carbide.

A remarkable language, first made known in 1870, but since of Liberia and Leone. It is the only true native

*People don't take long to find out the merits of an article. Ask your friends what they think of Blue Ribbon Ceylon Tea.*

writing of negroes, and the only syllabic alphabet existing in Africa. M. M. Delafosse, who has been studying the subject, considers that the alphabet dates back at least 200 years, instead of to 1820 or 1830, as was formerly supposed. The alphabet contains 226 characters.

An electrical refrigerator, evaporating ammonia by the electric current, without machinery, is the idea of a Scotch engineer.

**A REMINDER OF BLOODY TIMES.**  
Strange and Interesting Discovery Made in the Tower of London.

The building of the new guard room in the bailey of the Tower of London has led to a strange and interesting discovery and enhanced the mystery and romance which have gathered for centuries around its grey walls and battlements. The new guard room occupies the space between the Bloody Tower and the White Tower, and upon the right as you enter the inner ward, and in preparing its foundations a subterranean passage was discovered (or, to be accurate, re-discovered, for its existence was known before), extending from the moat, near the Traitors' Gate beneath St. Thomas' Tower, in the direction of the southwest angle of the White Tower. The passage is lined throughout with Norman masonry, and has a level floor. It was evident at once, therefore, that it was not a drain or culvert, for in that case it would have had a rounded bottom, and it became a matter of interest to follow it both ways towards the moat and towards the White Tower, for the purpose of ascertaining whether it communicated directly with the interior of the White Tower, forming, thus, an outlet to the moat from the lower portion of the keep where the dungeons are situated. It seemed most likely that this should be the case, but expectation has been disappointed. The passage does, indeed, lead to a Dungeon.

and a most horrible one, but there is no communication with the White Tower. It runs straight from the moat into the dungeon, but the dungeon is completely isolated from all parts of the fortress, and its communication with the upper air is by a shaft which descends into the passage. By permission of the Office of Works, a representative of the Daily Graphic was permitted to descend the shaft and inspect the passage and the dungeon under the command of Mr. May, the clerk of the works. Arriving at the Tower and presenting his pass at the office of Mr. May, that gentleman first exhibited to his visitor in the little yard behind his office the objects discovered in clearing out the shaft and passage. These consisted mainly of masses of potsherds, and some fragments of green-glazed ware such as was common throughout the Middle Ages; several broken brown jugs, known as bellarmine, and pieces of colored delft and Fulham ware—all no doubt fragments of the broken utensils of the garrison, thrown down the shaft after the dungeon had ceased to be used, in Elizabethan times and later.

More interesting than these relics are numbers of Cannon Balls, of stone and of iron, which were found in the excavation. Some of the iron balls have marks of them. One has been found marked with the letter "R." To others pieces of bone and timber are still adhering. It is believed, with great probability, that some at least of these round shot were fired at the Tower by the Protestant rebels under Sir Thomas Wyatt. The "R" mark on one of the balls may be that of the arsenal at Rochester to which the rebels had access before advancing on London.

Wyatt, as is well known, headed a rebellion of Kentish men when the fear spread that the Spaniards were coming to conquer the realm after the Queen had set her heart on a marriage with Philip of Spain. The stirring tale is briefly told by Green: "The ships in the Thames submitted to be seized by the insurgents. A party of the train-bands of London, who marched under the Duke of Norfolk against them, deserting to the rebels in a mass, with shouts of 'A Wyatt! A Wyatt!' We are all Englishmen. Had the insurgents moved quickly on the capital its gates would have been swung open and success would have been secured. But in the critical moment Mary was saved by her queenly courage. Riding boldly to the Guildhall, she appealed with a man's voice to the loyalty of the citizens, and when Wyatt appeared on the Southwark bank, the bridge was secured." Wyatt pushed on up the river, crossed at Kingston, turned back on London, and was finally defeated, and made prisoner at Temple Bar. "I have kept touch," he cried at the gate, but his adherents within were unable to make the promised diversion in his favor, and

Wyatt was sent to the Tower and beheaded. It seems probable that the cannon balls now discovered were fired either by the ships in the river, or from the other side by the artillery while Wyatt had with him on his march. But the Tower, even on its most vulnerable side, the river front, was impregnable to any force of foot or artillery which Wyatt could bring against it. The bones which adhere to some of the cannon shot seem to tell of some execution done—ghostly relics, may be, of some of the garrison who fell in the bombardment.

One of the most interesting finds was a mass of Roman cement, in which are embedded three of the well known tiles with which the Roman architects hardened their walls. The cement is, as usual, of extreme hardness. With these were portions of the flues of a hypocaust and a broken vessel of Roman earthenware. There never was any real doubt that a Roman fortress existed on the site of the Tower; tradition has been constant to that effect. The Roman Wall of London touched the river at the

point where the Tower stands, and Roman masonry undoubtedly lies at the base of some of the existing mediaeval walls. The discovery of these Roman remains, close to the White Tower is interesting, as showing that it was there probably that one of the principal dwellings of the Roman garrison stood. Another interesting object is the wooden handle of a dagger of the fifteenth century of the type which has a hobe on each side of the guard.

These relics inspected, The Passage and Dungeon were next visited. Mr. May's workmen having lighted the interior with candles, some idea could be formed of its size and aspect. The bottom of the subterranean passage is 17 feet beneath the level of the ground, and the shaft by which access to it is gained, and by which no doubt the prisoner who was doomed to suffer in it, was lowered, descends straight into it.

Towards the moat the passage was closed by a strong iron grille firmly embedded in the masonry; at its other end is the dungeon, a horrible black cell, oval in shape, originally vaulted, and measuring about 7 feet across.

When the opening of the shaft above was closed no ray of light could penetrate into this terrible prison save that which came, if indeed, even that could come—from the opening far away in the moat. The exploration of the passage has revealed the fact that another subterranean passage leads into it at right angles from the Traitors' Gate, so that it is probable that a prisoner brought into the Tower by water through that gate could have been put into the passage without setting foot on the ground. However this may be, it is certain that men condemned to the custody of the Tower—for such this dungeon was—could have lived long. The damp darkness, and the rats must have made short work of him.

**DO ANESTHETICS PRODUCE UNCONSCIOUSNESS?**

This question, which was recently discussed in the columns of the Literary Digest, is thus reviewed in The Hospital: "There are two sets of facts which suggest that, however little we may remember what has happened, consciousness is not entirely abolished even while fully under the influence of an anesthetic. One of these has to do with the horrible feelings with which some patients maintain they have been oppressed while under ether or chloroform. This, however, is a bit of evidence to which we need hardly attribute much importance. These feelings are probably relics of the transition stage, either when passing into or emerging from anesthesia; and, as in dreams, maintain they have been the experience of an hour may probably have been the outcome of a sensation lasting not more than half a minute or even less. Other evidence as to the retention of consciousness is derived from the undoubted retention of all the signs of consciousness, as shown by gestures and reflex actions, which by no means uncommon during anesthesia. Now we shall probably be perfectly right in saying that such signs of consciousness need not imply the action of the highest centres, being probably of the nature of reflex action carried out on a much lower plane, and that their presence is no proof of consciousness. But so much depends on how we define consciousness! To say that one's consciousness is the sum of one's memories suggests a path out of the difficulty, and should make one quite easy about the signs of suffering exhibited during anesthesia for if not remembered they are not matters. During anesthesia the shutters are up, the office is closed, and the pigeonholes in which memory is stored away are inaccessible to sensation and to pain. A simple conception enough; but probably far too simple to be true."

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The knife and plaster are not now necessary in order to cure these diseases. If you are interested, send your address to STOTT & JURY, Box 9, Bowmansville, Ont.

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**CARTER'S LITTLE LIVER PILLS.**  
Small Pill. Small Dose. Small Price.

## IT IS TIME TO PLANT BULBS.

Careful Work Done, Now Will Repay You When Spring Comes.

This is the season of the year in which to set out bulbs. Prepare the ground for them before they are received by having it dug up to a depth of at least a foot—a foot and a half is better—and worked over until it is mellow," writes Eben E. Rexford in the September Ladies' Home Journal. "Mix with it a liberal quantity of old, rotten manure from the roadway, or, if this is not obtainable, use bonedust in the proportion of one pound to a square yard of soil. If the soil is naturally heavy, it is well to add considerable sand to make it lighter and more porous. Plant the bulbs as soon as possible after they are received, as they are greatly injured by exposure to the air. Set tulips and hyacinths six inches deep, smaller bulbs from four to five inches. All bulbs should be placed five or six inches apart, and each kind kept by itself."

## THE ORIGINAL

There is only one remedy known that has a combined action on the kidneys and liver and cures the most complicated ailments of these delicate filtering organs, and that is Dr. Chase's Kidney-Liver Pills, the original kidney pill. This world famous kidney and liver cure has an enormous sale in all parts of Canada and the United States.

Pain from indigestion, dyspepsia, and too hearty eating, is relieved at once by taking one of Carter's Little Liver Pills immediately after dinner. Don't forget this.

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## Harbor Improvement.

Another Meeting of the General Committee Held at the City Hall.

Mr. Sorby's Report Col. Anderson Says the Scheme Is Feasible.

There was another meeting of the Sorby harbor committee in city hall this morning, there being present, in addition to Mr. Sorby, whose report was received, His Worship the Mayor, Capt. Cox, Mr. G. A. Holland, Hon. B. W. Pearce, Mr. Burns and Ald. MacGregor, Hayward and Brydon.

Mr. Sorby submitted the following report:

Victoria, B.C., Aug. 14th, 1899.

To His Worship the Mayor, Chairman, Investigating Committee:

Sir,—Re proposed improvements of Victoria harbor. I have the honor to report for the information of the committee appointed to investigate my scheme for the improvement of Victoria harbor, that in accordance with the committee's instruction, dated the 30th May, directing me to proceed to Ottawa and lay my proposition before the Federal government, I left Victoria on the 31st May, and duly arrived at Ottawa on the 6th June.

I placed myself in communication with the city's representatives, Messrs. Prior and Earle, and Senator Templeman, and with them waited on the Deputy Minister of Public Works. (In the absence of the Hon. Mr. Tarte) arranged an appointment, and on the 8th, duly attended the Acting Chief Engineer of the Public Works Department, and laid the whole scheme before him, depositing copies of the maps, charts and estimates for the use of his department for reference. I also attended Col. Anderson, the Chief Engineer of the Marine and Fisheries, laid the whole question before him, depositing copies of the plans, charts and estimates for the use of his department. Col. Anderson expressed himself as being entirely in favor of the scheme as most advantageous for the city of Victoria and that he would be prepared to give the matter every assistance in his power.

On the 9th I had an interview with the Hon. Sir Louis H. Davies, Minister of Marine and Fisheries (introduced by Messrs. Prior and Earle), who received me with every courtesy and carefully examined into the details of the scheme. At the conclusion of the interview he introduced me to the Hon. Mr. Fielding, Minister of Finance, saying: "The questions for consideration are these, can we under any circumstances entertain the required grant, and can we at this state of the session entertain any fresh legislation?" Mr. Earle joined us in this conference in the House and it was proposed that I should attend a sub-committee of the executive, consisting of the Premier and the two ministers, and discuss the matter with them prior to its being brought up in the council.

On the 12th of June and following days I attended Mr. A. Goldie (Deputy Minister of Public Works) and Mr. E. D. Deffen (Acting Chief Engineer), and fully explained to them the details of the scheme, and they both expressed themselves favorably towards the matter. We examined the Draft Act (as laid before your committee) clause by clause to the extent of about one-third, when appointments to continue were made and postponed day by day, but I found it impossible to make any further progress with this department.

On the 14th I attended the Hon. Mr. Sifton, Minister of the Interior (introduced by Mr. Bostock) with reference to the Songhees reservation. I proposed that his consideration of the reservation should lease to the harbor commissioners (as an associated branch of the Public Works Department) on behalf of whomsoever it may concern, the whole of this reservation on terms based upon the gross costs of the removal of the Indians and the reinstatement of them on another reservation, the commissioners to have the privilege to sublet and to have the option of purchase. He expressed himself in favor of the suggestion and referred me to papers recently brought down to the House at the instance of Col. Prior. These papers were placed at my disposal by Mr. Bostock, and Mr. Sifton said he should be prepared to carry out the proposition therein stated. This would enable the commissioners to make favorable arrangements with the railway and other interests and effectually dispose of all questions concerning the Indian reservation to the advantage of the city of Victoria.

On the 16th I had a short conference with Mr. Blair, Minister of Railways, relative to the proposed future extension of the railways along the water front and to the outer wharf, etc.

On the 19th I had a conference with Sir C. Hibbert Tupper (by appointment) to consider the best method to be adopted to urge the matter upon the active attention of the government. He suggested combined action amongst the whole of the British Columbia representatives. I subsequently saw Mr. Bostock (Liberal whip) and he promised to make the necessary arrangements.

On the 21st I attended by appointment at Montreal to meet Mr. J. Kennedy, the Chief Engineer of the harbor commissioners (introduced by Mr. C. A. Keefe). I laid the matter fully before him and left copies of the plans, charts, etc., with him so that in the event of the city deciding to seek his opinion he would be better prepared to take the matter up. He called attention to the necessity of providing wharves of greater length than I had shown, and that this could be obtained by reducing the width of the harbor from north to south at the considerable saving of excavation in rock. It also appeared to him that the \$250,000 provided for dams, pumping out and overflow might be saved by blasting under

water as he was doing at Montreal. With infinite trouble and courtesy he took the over the great work he had in hand and explained the details of the solid mechanical appliances which he had specially designed to handle the rock and other materials he had to deal with. I took notes of the plan, its cost and capabilities for future reference, and in a supplement I have added some historical particulars of the work which in itself had been based upon the Montreal Act of 1894. In consultation with Mr. Leffleur he entirely agreed with the suggestion, especially as it was so late in the session. I therefore proceeded to re-draft the act, using the printed wording of the Quebec Act and adopting, as far as possible, the amendments already made by the Deputy Minister of Public Works.

Not having heard from Sir Louis Davies I addressed him as follows:

Russell House, Ottawa, 21st June, 1899.

The Hon. Sir Louis H. Davies, M.P., Minister of Marine and Fisheries:

Sir, With reference to the proposed improvements of the harbor of Victoria which I have the honor of laying before you on the 9th inst., I understood you to take objection to the guarantee of the payment of the interest and the repayment of the principal of the loan. Would you kindly comment upon my judgment if, in place of the guarantee, you simply enlarged the usual annual subsidy, which ranges from \$10,000 to \$15,000 per annum to \$28,000 per annum to be expended under the direction of the commissioners proposed to be incorporated under the act? This annual guarantee and the \$150,000 grant in aid. Financially the two propositions are about the same, as the harbor board would have to pay a higher rate of interest.

I am revising the draft act, substituting the Quebec Act, now before the House, in every possible particular. It is as proposed by yourself and the Hon. Minister of Finance that I should have the opportunity of laying the matter before a sub-committee of the executive before you brought it before the council; I should be glad of an early appointment that the matter may be accelerated as much as possible.

I have the honor, etc.

THOMAS C. SORBY.

To which he replied as follows:

Minister of Marine and Fisheries.

Ottawa, 22nd June, 1899.

My Dear Sir,—I have your letter of 21st inst., in which you submit an alternative proposition to the one previously advanced by you with respect to the proposed harbor improvements of Victoria, B.C. As I have already advised you my own impression is that it is too late in the session to take this subject up, more especially as the Minister of Public Works has been obliged to go abroad for the benefit of his health and will not be here for the remainder of the session. However, I will bring the matter before my colleagues at an early date.

Yours faithfully,

L. H. DAVIES.

Thos. C. Sorby, Esq., Russell House, Ottawa.

Not having heard from the Deputy Minister of Public Works, I addressed him as follows:

Russell House, Ottawa,

20th June, 1899.

A. Gobell, Esq., Deputy Minister of Public Works:

Sir,—I should like to be informed whether it is the intention of your department to take up the act for the incorporation of commissioners for the harbor of Victoria? By the act it is proposed to confer upon the commissioners powers to expropriate the foreshore and to investigate a certain plan for the proposed improvements and to lay the same before the government for their approval.

To facilitate the matter I have re-drafted the act incorporating therein the bulk of the act now before the House relative to the harbor of Quebec, as introduced by the Hon. the Solicitor-General, using the Lands Clauses Consolidation Act of B. C. instead of the Railway Act, as better adapted to our case and adding our own special financial requirements which are continuing.

The matter has been before your department for I think three years, and with the promise of the Hon. the Minister of Public Works to our members that the matter should be dealt with this session I have been accreted to the government by the city of Victoria to do all in my power to expedite the matter. I should therefore be glad of some definite answer from your department for my guidance or to attend your appointment.

I am, etc.

THOMAS C. SORBY.

On the 28th of June I received the following letter from Sir Louis Davies:

Minister of Marine and Fisheries,

Ottawa, 28th June, 1899.

My Dear Sir,—Reverting to my letter of the 22nd inst., in which I promised to lay before you my proposed draft of the harbor improvement bill, I beg to say that I have done so and I am now instructed to say to you that it will not be possible to take either of your propositions into consideration during the present session of Parliament. I therefore would advise you to let the matter rest until Mr. Tarte's return, when you can submit it directly to him, and if it receives his endorsement may come before the government at a future date.

Yours faithfully,

L. H. DAVIES.

Thomas C. Sorby, Esq., Russell House, Ottawa.

I fully discussed this correspondence with our members, with Senators Macdonald and Templeman and Messrs. Bostock and McInnes, and finally we agreed upon a memorandum and to wait upon Sir Louis Davies and lay the same before him and endeavor to effect some

satisfactory arrangement. Mr. Bostock made the necessary appointment, and on the 30th June Mr. Earle, Senators Macdonald and Templeman, Messrs. Bostock and Riley attended with me. I received with every consideration and we laid the following memorandum before him:

Memorandum re Victoria Harbor.

1. An act to incorporate a board of commissioners, three to be appointed by the government, the Mayor of the city, ex-officio during his year of office, and one representing the Board of Trade or shipping interest.

2. To take up and inquire into the whole question of harbor improvements, to take expert and other evidence and report and submit suggestions to the government.

3. An adequate appropriation to meet expenses incidental to the efficient carrying out of the objects and intentions of the act and to repay the municipality of Victoria the costs already incurred in the matter.

4. The commissioners to appoint such temporary officers as may be necessary for the carrying out of the objects of the act.

When I got to clause three he said: "It is admitted that the proposed works would be very advantageous to the city of Victoria; but what has Victoria itself done in the matter? Montreal harbor spent over three and a half millions before it received any assistance from the government. Mr. John A. B. spent \$750,000 on its harbor before it sought assistance from the government. These cities were in earnest and had a very good claim for our assistance; but what have you done in Victoria?" or words to this effect.

Senator Macdonald suggested that I should draft a short act in accordance with the memorandum and discuss it with the members, and Sir Louis Davies undertook to lay the matter before the council on Monday, the 3rd of July. Senator Templeman suggested that in the event of the government not being able to introduce the act this session they should send out a commission of one or more engineers to inquire into the matter and report for the information to the government.

I drafted the short act as suggested and forwarded it to the minister with the following letter:

Ottawa, 1st July, 1899.

The Hon. Sir Louis H. Davies, M.P., Minister of Marine, etc.:

Sir,—I have the honor to submit for your consideration the draft of a short act as arranged yesterday for the incorporation of a harbor board for the port of Victoria.

On page 2, section 5, three commissioners are proposed to be appointed by the Governor-in-Council; the Mayor of Victoria ex-officio and one to be elected by the mercantile interests. The method of election, general powers, harbor tracks and lines, by-laws, rates, etc., are reproduced from the Quebec Harbor Act now before the House.

In the expropriation of lands (page 11) I would suggest the incorporation of the provisions of the Lands Clauses Consolidation Act of B. C. (of which I enclose a marked copy) as more convenient than those of the Railway Act. The results are the same, but the finding of a special jury, based on the evidence before them, will give greater confidence than the award of an arbitrator.

Borrowing powers (page 15). This provides the power to borrow, but in the absence of security (the commissioners have no estate) and the absence of revenue (the wharves being private property) no immediate action could be taken involving any expenditure beyond the funds available. A board with such limited powers would be simply an initiatory board to obtain complete data of the harbor as now existing, to meet the mercantile interests in conference and devise a comprehensive scheme, arrange with the municipality the terms of the security to be offered for the loan and to report to you the results of their labors in the usual way. If these results met your approval a short supplementary act would place the undertaking on a going basis.

It has been usual to include in the estimates from \$10,000 to \$15,000 per annum to be expended in Victoria harbor; no such appropriation has been made during the last two or three years, I would therefore suggest that you should include such a provision in this year's estimates for the purposes of this act, but whether such sum should be dealt with as per sub-section 2 or otherwise is a matter for your decision.

The damages and losses arising from the lamentable accident at Point Ellice bridge in 1897 would prove a heavy levy on the city of Victoria for a while and quite preclude any further appropriation from the municipal revenue. The only way therefore of advancing this most important undertaking (which the city has so frequently urged upon the attention of the government) would be in the direction of this grant suggested in proportion to be placed at the disposal of the commissioners for the purposes of this act, which I have the honor to press upon your most favorable consideration.

I have, etc., etc.

THOMAS C. SORBY.

To which he replied as follows:

Minister of Marine and Fisheries,

Ottawa, 4th July, 1899.

My Dear Sir,—In reply to your letter of the 1st of July, I beg to say that the proposed bill to incorporate commissioners for the improvement of the harbor of Victoria, I beg to state that I brought the subject before the council to-day and read your letter. The conclusion was, that considering the importance of the subject and proposed legislation, and state of public business, it would be better to defer the matter until after Parliament. It will be quite impossible to give the matter the consideration necessary to enable the government to reach any conclusion in time for the passage of the bill this session.

Yours faithfully,

L. H. DAVIES.

Thomas C. Sorby, Esq.

I at once laid the matter before our members and Messrs. Bostock, Templeman and Riley, and endeavored, accompanied by the two latter, to again see the minister. Although we went to the House four or five times, we were unable to see him, and finally I arranged with Senator Templeman that he should endeavor to secure the promise of the

commission as before suggested, and I left for Victoria on the 9th of July. The following is the minister's reply:

Minister of Marine and Fisheries,

Ottawa, 22nd July, 1899.

My Dear Senator Templeman,—I have your letter of the 20th inst., with respect to the contemplated improvements to Victoria harbor, known as the Sorby scheme, and requesting that I would undertake to have the scheme thoroughly investigated during this session by an engineer of my department. In reply, I beg to say that I have already called upon Colonel Anderson, my chief engineer, who has all the papers and plans before him to make me a report of his views upon the proposed improvements and discuss with me the desirability of adopting your suggestion. I cannot, however, see that I should be justified in sending a special engineer there to make a report inasmuch as the scheme may be fairly considered as one more within the province of the Department of Public Works than mine—while the contemplated scheme involves matters under our jurisdiction as Minister of Marine and Fisheries—still, being a great public work, Mr. Tarte looks upon it as more immediately under his control.

Yours faithfully,

L. H. DAVIES.

The delay in starting made it so late in the session before I could arrive at Ottawa, and that together with the changes made by the city of the securing legislation this session very difficult and uncertain; but I succeeded in bringing the matter well before the government and getting it thoroughly understood.

From my knowledge of what has taken place in the gradual carrying out of the works at Montreal, which had been under the guiding hand of Mr. Kennedy for a number of years, I think it would be well for the city to obtain his opinion both for their own satisfaction, and also that they may show the government that they have taken all reasonable and proper steps to satisfy themselves that the scheme under consideration is supported by independent authority of undoubted reputation.

Mr. Kennedy is a special harbor authority, and is well known to the departments of the government immediately concerned and also to our representatives in the House. Mr. Kennedy's special experience might lead him to suggest a procedure different to that I recommended leading to an interchange of ideas and comparison of calculations that cannot be otherwise than beneficial to the undertaking and satisfactory to the public.

I have the honor to be, sir, your obedient servant,

THOS. C. SORBY.

With reference to Mr. Kennedy's suggestion of sub-marine blasting I would base my calculations upon the following data from Montreal. In the year 1897 I find 18,146 cubic yards, consisting of "one third shale and two-thirds trap rock" was quarried. The trap rock removed in 153 days, in water varying in depth from 27 to 34 feet, at an average cost of 79 cents, or, including dredging and depositing on the spoil-bank of \$1.03 per cubic yard. This gives 118 cubic yards per day to the drill boat working three drills for eleven hours per day. On this basis it would require 1,558 days for one boat to remove the estimated quantity of rock from the floor of Victoria harbor. This is exclusive of Laurel Point, which could be proceeded with simultaneously. The rock so removed would be of little or no value for walling, for which purpose I calculated to use it. It would therefore be necessary to quarry and bring in all that we required in addition to that received from Laurel Point. This additional material would be partly large rock and partly concrete that would have to be set on a blasted and dredged foundation under water, and partly under the supervision of a skilled diver at a very considerable additional cost. The cost of quarrying and bringing in the material to the site of the work, and the cost of the material itself, would be a heavy item. It is not at present available here. I am, however, making inquiries with reference to certain foreign woods said to be proof against the teredo, and the price at which they could be put down here. This might have a very important bearing on the method of construction, and the excitement maintained for the harbor in the dry would otherwise make this process economical in Montreal is not at present available here. I am, however, making inquiries with reference to certain foreign woods said to be proof against the teredo, and the price at which they could be put down here. This might have a very important bearing on the method of construction, and the excitement maintained for the harbor in the dry would otherwise make this process economical in Montreal is not at present available here.

After the report had been tabled Mr. Sorby read a letter from Sir Louis Davies, as follows:

Re Victoria Harbor.

Ottawa, Aug. 16, 1899.

Dear Sir,—I have to acknowledge the receipt of your letter of the 7th inst. on the above subject.

With reference to your question about the possibility of a direct advance of, say, \$4,250,000, I can answer you without hesitation that such a proposition would be most unwise, and that the government would not be likely to entertain it for a single moment.

I may say, so far as Col. Anderson is concerned, that it would not be possible for him to make any report upon your proposed scheme unless he was able to again visit Victoria, go over the plans and investigate the quantities, etc. He has no doubt of the feasibility of the scheme, its consummation being entirely dependent upon the money being forthcoming. The question of the cost is one which Col. Anderson could not make a report without the investigation I speak of, which with his other duties it is impossible that he should make.

Yours faithfully,

L. A. DAVIES.

Mr. Sorby also went into the matter of harbor excavation, observing that Engineer Kennedy, of Montreal, had recommended him to use crib work instead of stone retaining walls, which would obviate the necessity of excluding the water from the harbor. He found, however, that this would cost \$2,308,000, as against \$2,140,000, the cost of stone construction. Besides, crib work was very uncertain as it was never known what kind of a bottom the cribbing was sinking on to and it often proved defective, involving fresh expense. There was, therefore, to be considered the operations of the tereido which would honeycomb ordinary wood. He outlined a number of experiments which are at present being made to counteract the work of the borer, but none of which were yet sufficiently advanced to form reliable data upon. Crib-

bing of course was imperative in Montreal, where there was a running stream. The cost of cribbing he estimated at \$9.10 per yard super. The cost of the three methods would be as follows:

Dams, andrevetment walls, \$2,124,000

Cribbing, 2,308,183

Concrete, 3,300,000

Mr. Sorby recommended that two other shipping men be added to the committee, in order that the shipping interests might be protected and considered in all the work.

Mr. Sorby recommended a dry wall, but Mr. Pearce and Ald. Hayward thought the dry wall would not answer. Mr. Sorby assured the committee that there was no question of doubt on that point.

Mr. Pearson was afraid no capitalists would advance such a sum as was contemplated, knowing the population, prospects and resources of the city.

Mr. Burns pointed out that the city would have a very large additional asset in the waterfront.

A letter was read from Engineer Kennedy, of Montreal, in reply to a communication from the secretary, in which he said that he would be willing to report on the scheme from data furnished by the committee, or to personally visit and investigate the harbor, at the regular fee of \$50 a day.

Mr. Pearce thought Col. Anderson, of the department of marine, ought to visit Victoria.

Mr. Sorby pointed out that until some change was done by the city the government could not be expected to contribute. The first question asked him by Sir Louis Davies was "what have you yourself done?"

Ald. Brydon said that the best way to push the matter upon the attention of the Dominion government was to show that we ourselves had some faith in the project.

Several of the members thought that the six times of boring would not indicate sufficiently the character of the bottom of the harbor.

Ald. Hayward expressed the opinion that it would be better to employ an engineer to give a general opinion on the scheme for \$1,500 than to expend it on borings. The engineer could give the cost of the work in clay and in rock.

In reply to the latter, Mr. Sorby said there would be a dollar a yard difference in excavating rock and clay.

After a long delay in which Mr. Pearce, probably half a dozen times, asked the mayor what was to be done, and during which the members sat helplessly by, the promoter suggested that Mr. Kennedy and Col. Anderson be asked what data they would require to give an opinion on the scheme, the conveniences of all brightened simultaneously, and they welcomed the suggestion as almost providential. A motion to that effect passed with acclamation.

The meeting then terminated.

## Sporting News.

LAWYER TENNIS.

THE TENNIS TOURNEY.

Not without reason, Champion Foulkes and his partner, Mr. A. T. Goward, are making smiling faces to-day, and Victorians are elated that the visit of the tennis cranks from the East was not quite a Waterloo. As was said yesterday, the visitors proved themselves adepts at the new game, the modernized game, which excels the old as much as the modern round arm bowling on the cricket field, with its bats and trivets, excels the old time "fiddling" of half a century ago. It was very soon evident to all who attended the tourney on Belcher street grounds that the Americans were masters of the local players, and it is therefore all the more creditable to Messrs. Foulkes and Goward that, in face of that admission, they should succeed in inflicting defeat upon Davis and Ward, acknowledged experts in the double game. It was a surprise to the spectators, too, and it made up in great measure for the comparative tameness of the other games. The local men played bravely, and Goward especially was rewarded with a perfect tornado of applause for the alacrity and agility he displayed in combining some of the features of hurdle racing with the game of tennis, a pile of chairs forming no obstacle sufficient to deter him from attempting a return. The visitors played a splendid game, too, showing the advantage of more thorough practice, so that the contest was keen from beginning to end, and the excitement maintained at a high pitch throughout. Davis and Ward took the first game, 6-2. Foulkes and Goward captured the next, 6-4, and then came the little royal. Davis and Ward took two sets, and Foulkes and Goward the following three. The sixth went to the visitors, making three all, and so it went on until the score was six all, before either side could capture the necessary two in succession. Then the local players, displaying magnificent form and apparently untiring and ever alert, succeeded, and won the most exciting contest of the historic tourney by 8-6. The complete results of yesterday's play were as follows:

Wright defeated Foulkes 6-4, 6-3.

Davis and Ward defeated Severs and Powell 7-5, 7-5.

Malcolm and Goward defeated Johnston and Pooley 6-3.

Foulkes and Goward defeated Davis and Ward 2-4, 6-4, 8-6.

Whitman beat Foulkes 6-3, 6-1, 6-4.

## ATHLETICS.

A SUBURBAN GYMNASIUM.

A meeting will be held this evening in the schoolroom of St. Saviour's church, Victoria West, called by the members of the athletic club of that suburb, the special business being the discussion of plans for the erection of a gymnasium and clubhouse, the need of which has long been experienced. The J. B. A. A. clubhouse is too far away for the convenience of the Western suburbanites, who have decided to make a special effort now to erect one for themselves. The officers of the club are: A. E. McPhillips, M. P. P., hon. president; G. Okell, president; Rev. W. D. Barber, vice-president; G. Andrews, secretary; and E. P. Craft, treasurer. It is intended that the new gymnasium shall be 70x60 feet, and it is also desired to obtain a field for outdoor games.

## LACROSSE.

A SEATTLE CLUB.

The efforts which have been going on for some time to form a lacrosse club in Seattle have at last been successful. At a meeting of enthusiastic lacrosse men

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We are open to receive freight for Dawson and way ports. We have carried most of the freight to Dawson this year, and without any accident. We ship freight from Lake Bennett until October 15th, and possibly later. We get the goods through in good shape. Call and see us before looking elsewhere. It will pay you. All sizes of scows, barges and boats for sale at our Lake Bennett Mills.

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